

May 30, 2009

### Group 2

- I don't want to have to leave the neighborhood
- 15<sup>th</sup> / Beacon is challenging for crossing
- 14<sup>th</sup> & Holgate is a tough crossing
- 15<sup>th</sup> – Lots of traffic and tougher for bikes – do not like the speed of cars on either Beacon or 15<sup>th</sup>
- Potential median on Beacon (convert turn lane) – would make a nicer streetscape design and connect to Jefferson Park
- A pedestrian/bike/bus only street (Beacon) – divert cars to 15<sup>th</sup>
- 42 / 48 Bus down Beacon
- Viewpoints
  - At walker (can be improved) Park – like / Platform
- Explore opportunities for Beacon as a business improvement district for pedestrians – businesses fund improvements in the area
- Safe routes for students from El Centro to Kimball Elementary – does not currently exist. Will drive students there instead of walking.
- Water on street at curve on 21<sup>st</sup>
- Parking concerns – RPZs will be part of the light rail station area parking mitigation
- Lander as a pedestrian street – should be closed all the time (then can be used for Farmer's Market and other events at any time of day or any day)
- More park like/blvd feeling on Beacon (vegetation / natural drainage)
- Street car – would like to see this come into the neighborhood too
- Improved street surfaces for bikes – pavement conditions are terrible for bikes
- Designated bike and pedestrian routes – sharrows are not good enough. Need education for both drivers and bicyclists about what the sharrow means
- College to Holgate Stairway safety concerns – needs to be cleaned up
- Better park lighting
- Greening our green space
- Design Review Need for
  - Consistency
  - Front entry obvious
  - Materials
- Can we achieve density goals with existing zoning? Believe that there is not real need for taller buildings than current – can achieve higher density with ADU and DDU within SF zones.
- El Centro as an icon
- Solar shading concerns – taller buildings will affect this
- Increase density through more units (ADU or DDU) on existing single family (basement units)
  - Incentives
  - Benefit
  - Affordability
- Avoid congestion

May 30, 2009

- If height → step back (over 40' step back) after a few stories so the building does not appear to be so massive
- Trade-offs for open space – this needs to happen with all new redevelopment
- Observation deck/public area on tall buildings – on the rooftops – keep open to the public, not just resident's
- Beacon as a pedestrian street
- Traffic on 15<sup>th</sup> (timing of 15<sup>th</sup> & Beacon light is not right) - despite SDOT efforts, residents are still uncomfortable with timing and how pedestrians get across with the all-way scramble
- One way at Beacon and 15<sup>th</sup> for the Town Center area – idea is to help fix traffic delay/congestion at intersection – make travel routes quicker and more efficient
- 15<sup>th</sup> provides for traffic systems to allow for transit drop off and residential access
- Safety issues at convergence north of Beacon and 15th
  - Getting people on the street can help solve. Drunks hang out here.
- Triangle Park is one of the best places on Beacon – need more of these areas
- Expand green factor zoning to any new development
  - Create 'green' feel
- More businesses along Beacon – want to protect small businesses already located here

### SUMMARY:

- Create better pedestrian and bike connections towards the park
- More people on the street
- Utilize existing zoning and/or creative ideas from surrounding single family (ADU/DDU)
- Open space as exchange for limited height – stepped back from street (Public Benefits Packages)
- Continuity of building design (Design Review)
- Alley activation (like Post Alley)
- Increase pedestrian safety through
  - Better crossing
  - Traffic diversions
  - Blvd creation
- Intersection of 15<sup>th</sup> and Beacon [Main Concern]